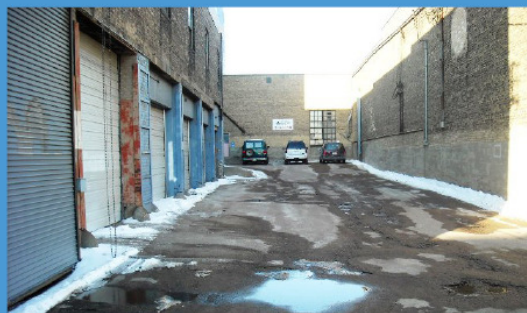


# Mitigating the Loss of Parking in the Central Corridor

A Staff Report by the Parking Solutions Team of the Central Corridor Project Office  
and the City of St. Paul Department of Planning & Economic Development



## Parking Solutions Team Contacts

Central Corridor Project Office - Dan Soler 651.602.1971

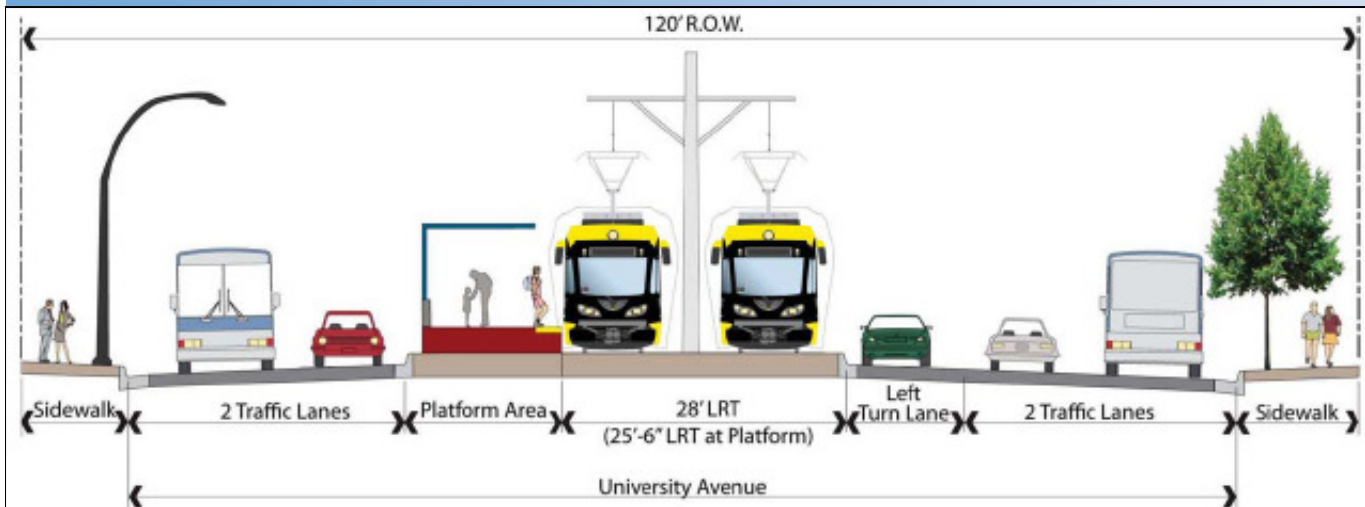
City of St. Paul - Craig Blakely 651.266.6697

[www.centralcorridor.org](http://www.centralcorridor.org)  
[www.stpaul.gov/centralcorridor](http://www.stpaul.gov/centralcorridor)

# Purpose



- Roughly 85% of the parking on University Avenue will be eliminated
- Identify parking impacts on University Avenue due to LRT development
- Suggest solutions to mitigate this loss
  - Corridor-wide policies
  - Site-specific strategies and designs
- Scope is from Emerald to Rice Streets





# Remaining On-Street and Off-Street Parking



- 175 on-street parking spaces on University Ave will remain with LRT
- 560 on-street parking spaces on north-south cross streets within a block of the corridor
- 25,000 spaces in private parking lots within ¼ mile of LRT stations (2006 City of St. Paul study)



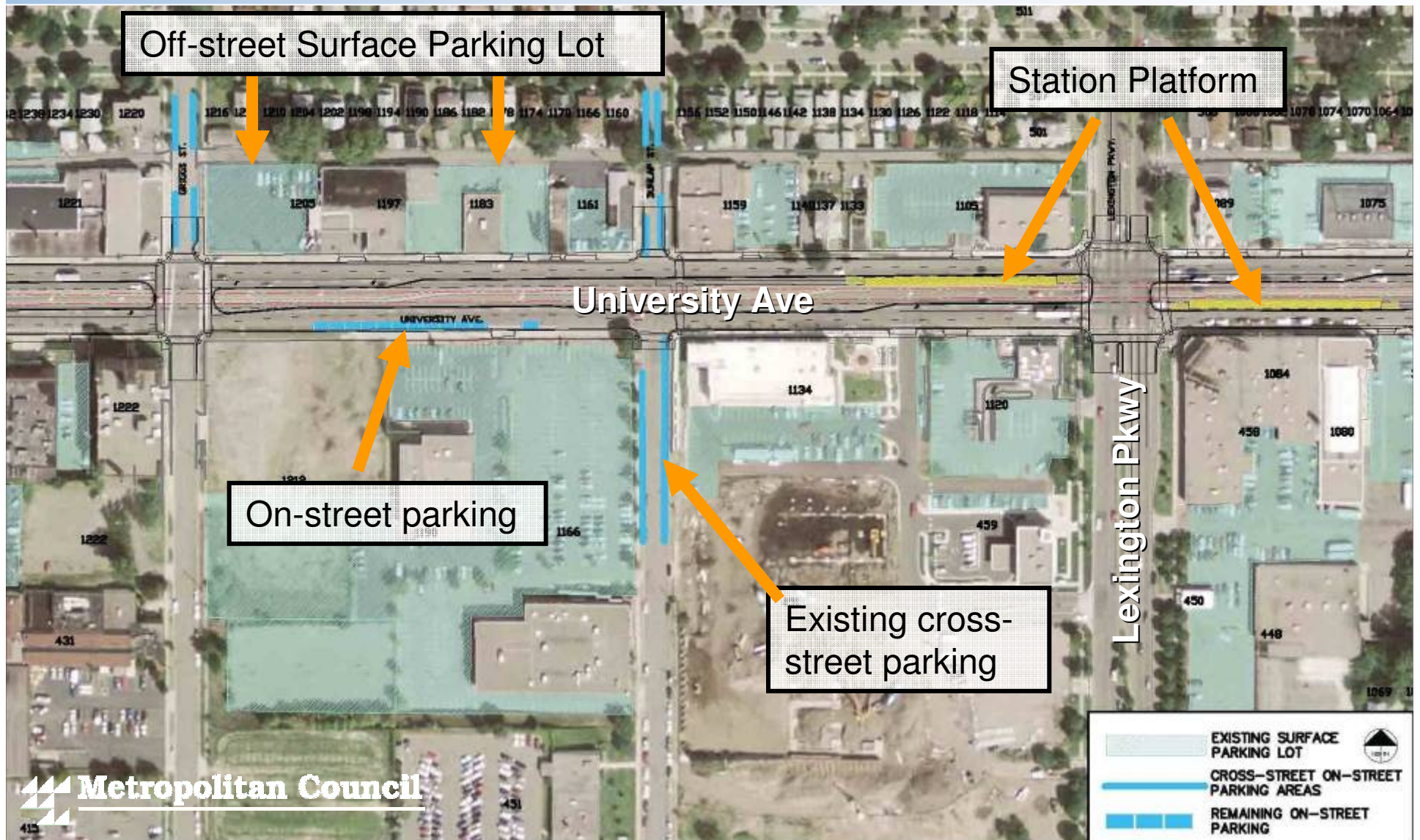
# Methodology

- Quantitative and qualitative data collected
- Develop list of parking considerations/issues
  - Corridor-wide
  - Site-specific
- Identify critical areas: most impacted by LRT
- Identify potential solutions
  - Corridor-wide
  - Site-specific
- Develop outreach plan and next steps





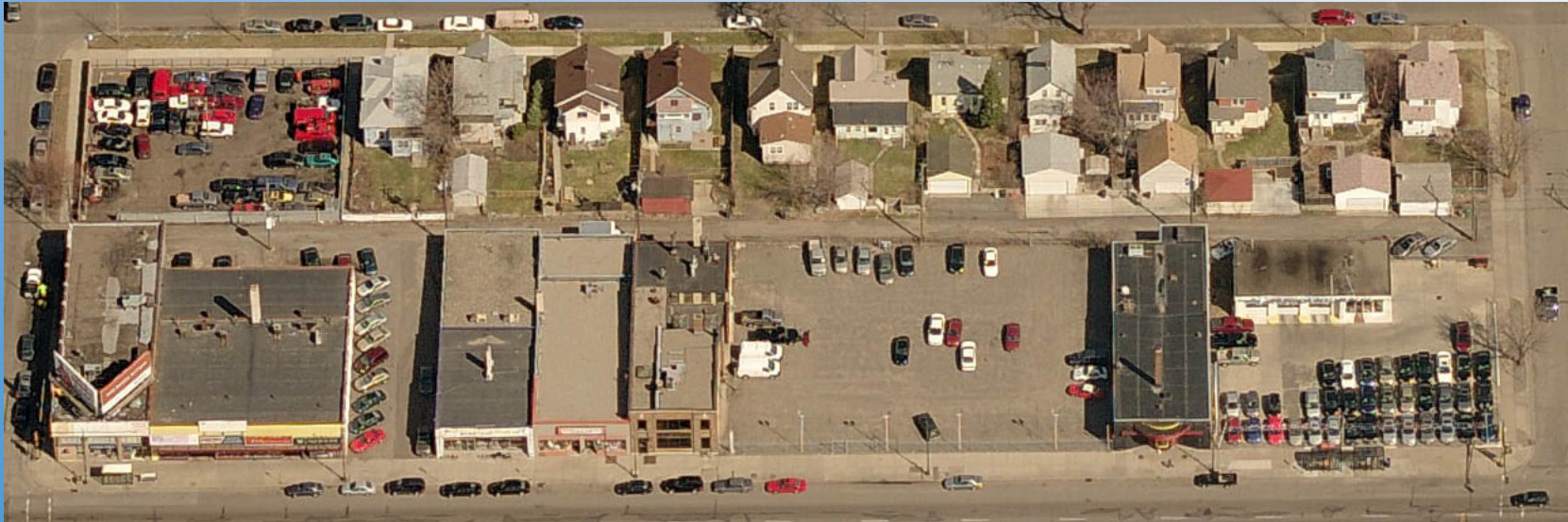
# Mapped Parking with LRT





# Corridor-wide Considerations

- Parking as a system
- Distribution of parking
- Zoning code
- Cultural differences
- Stakeholder participation
- Parking enforcement
- Perception of “free” parking
- Use of off-street parking
- Park-and-riders (hide-and-riders)
- Funding for comprehensive strategies



# Site-Specific Considerations

- Physical configuration of buildings & parcels
  - Inefficient design
  - Refuse and recycling
  - Terrain or grade
  - Distance to available on-street parking
  - No or vacated alley
  - Utility pole locations
  - Distribution of parking
  - Existing parking lots for big box businesses
  - Redevelopment





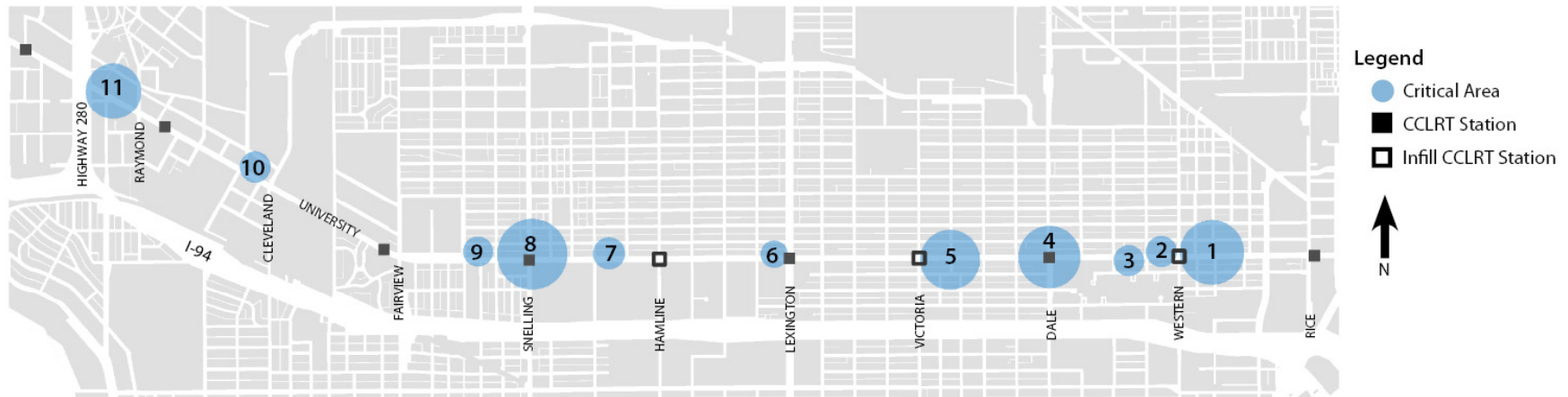
# Site-Specific Considerations

- Commercial parking needs
  - Number of employees
  - Mode of transportation
  - Type of business/client/customer
  - Customer pick-up/short term parking
  - Deliveries and loading
  - School buses
  - Differing hours of peak parking demand





# Designated Critical Areas



**1. Galtier to Western, North Side**

**2. Western to Arundel, North Side**

**3. Arundel to Mackubin, South Side**

**4. Kent to St. Albans, North Side**

**5. Grotto to Victoria, South Side**

**6. Lexington to Dunlap, North Side**

**7. Albert to Pascal, North Side**

**8. Simpson to Fry, North Side**

**9. Fry to Aldine, North Side**

**10. Transfer to Vandalia, North Side**

**11. Raymond to Highway 280 and Franklin, North and South Sides**

# Potential Solutions



- Non-critical areas
  - Implement recommended corridor-wide solutions to manage remaining parking
  - Continue to meet one-on-one with concerned businesses
- Critical Areas
  - Implement recommended corridor-wide solutions to manage remaining parking
  - Work with affected businesses to identify site-specific solutions
  - Promote forgivable loans available through Neighborhood Commercial Parking Program





# Potential Site-Specific Solutions



- Use cross-streets for parking and loading
- Maximize existing investment in parking
- Centralize refuse and recycling
- Schedule non-peak deliveries and loading
- Share the use and cost of parking
- Utilize vacated streets or alleys
- Facilitate parking workshops with business and property owners

# Example of a Critical Area

Grotto to Victoria, South Side

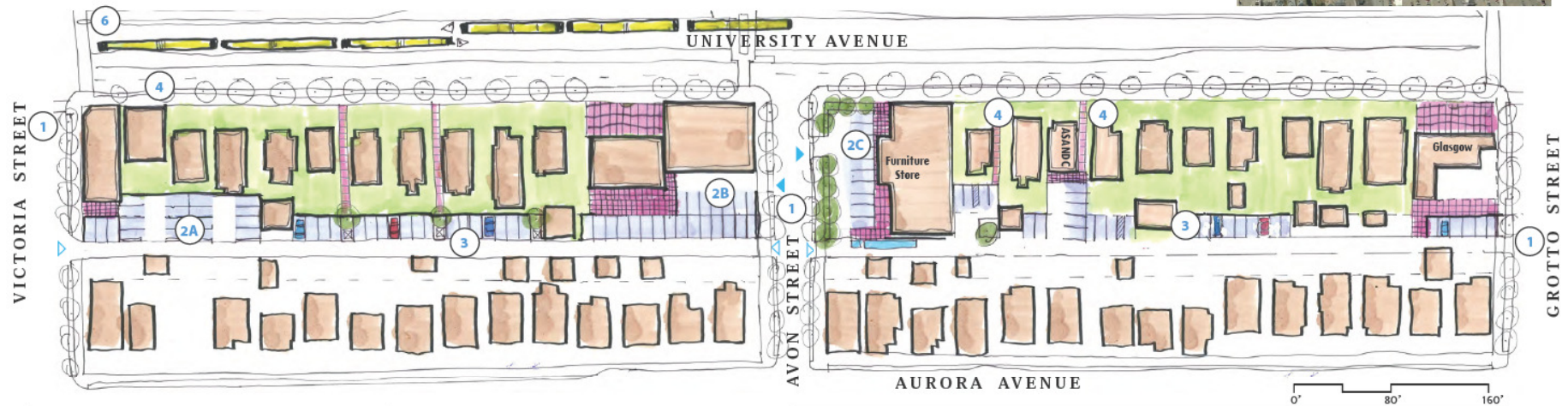




# Examples of Workshop Outcome

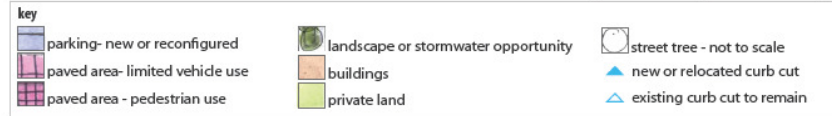
## P Victoria Street to Grotto Street, south side

Parking Workshop 2 - 05.28.2009



### Parking Solutions Concept Plan:

The map above illustrates the recommended parking solutions concepts. On this block, 33 on-street parking spaces will be lost due to LRT construction. The concept for these blocks is to utilize the alleyway as a secondary access route to the businesses on University Avenue for parking, deliveries, and waste management. Parking is organized off the alleyway for residential blocks evolving into a mix of commercial and residential use.



### Potential Parking Solutions

#### 1. Time-limited On-street Parking

- Two-hour time-limited signage on Victoria to prevent "hide & ride" and all-day parking
- One-hour time-limited signage on Avon to serve short-term needs for the two grocery stores
- Two-hour time-limited signage on Grotto to serve Breaking Free, ASANDC meetings
- Metered parking between Avon and Grotto on the north side of University, serving some needs of businesses on this block.

#### 2. Create Shared Parking Opportunities

##### 2A. Shared Parking - "Winston" Shared Lot

- Remove garage, reconfigure off-street parking for shared use

#### 2B. Shared Parking - "Groceries" Shared Lot

- Cater to short-term parking demand
- Potential for new shared access off the alley
- May regain some on-street parking on Avon due to reconfiguration of driveway

#### 2C. "Furniture Store" Shared Lot

- Different peak hours make sharing feasible
- Restripe to improve efficiency and circulation

#### 3. Residential Parking Band

- Nose-in (perpendicular) parking off the alley - either surface or garage (where they exist)
- Improve existing conditions and increase space for residents and their guests

#### 4. Walkways to University

- Improve ADA access to building fronts
- ASANDC pathway is a model
- Make parking behind buildings more accessible, safe, and attractive

#### 5. Travel Demand Management

- Encourage the use of mass transit

#### 6. Infill LRT Station at Victoria

### Workshop Participants

Mike Glasgow - Glasgow Automotive Service

Claire Glenn - Breaking Free

Pat Black - Aurora St. Anthony Neighborhood Development Corporation

Dennis Presley - Aurora St. Anthony Neighborhood Development Corporation

Mal Her Lee - Star Oriental Market

All Yusuf - Halal Meat Express

Winston Le - Tai Hoa & Translation Service

Mahmud Abbajefar - Ashama Auto

# Timeline

**Feb. 2008**

CCLRT design resulted in increased loss of on-street parking

**2008-2009**

Community outreach, business survey, information gathering by City and Project Office staff

**April 2009**

PST releases draft of Parking Report and presents to project committees, district councils, chambers, and other community groups

**May-Aug. 2009**

PST conducts 11 parking workshops with the Metropolitan Council and Central Corridor Design Center

**Aug. 2009**

HRA approves guidelines and funding for Neighborhood Commercial Parking Program

**2009-2010**

City addresses corridor-wide policy questions; Station Area Planning for Hamline, Victoria, Western and

**Feb. – Summer 2010**

NCPP applications due, projects awarded, begin construction



# Some Planning Questions for HVW

- How could existing off-street parking be better marketed and utilized?
- Could alleys have more amenities, and provide safe and comfortable access to businesses?
- How do we encourage transit use, walking, and biking, while maintaining and improving commercial parking?
- Should these station areas pursue “Parking Improvement Districts” where the supply and cost of parking are shared among business owners?
- How does future development influence parking demand and supply?
- How does parking demand and supply influence what can be developed/redeveloped?
- How can pedestrian and ADA access be improved in the station areas?
- How can parking improvements be flexible to serve short- and long-term needs?
- Should we add to and/or refine the parking recommendations of the “Moving Forward” Section of the previous Station Area Plans?

# More Information



Parking Report on our website:

- [www.stpaul.org/centralcorridor](http://www.stpaul.org/centralcorridor) - Go to the “Parking Management” page

Contact PED staff:

- Craig Blakely, 651-266-6697 or [craig.blakely@ci.stpaul.mn.us](mailto:craig.blakely@ci.stpaul.mn.us)

Contact Central Corridor Project Office:

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St. Paul, MN 55104
- Comment Line: 651-602-1645
- Email: [centralcorridor@metc.state.mn.us](mailto:centralcorridor@metc.state.mn.us)